



## **Brexit related Frequently Asked Questions (FAQs)**

### **Q1) How will the Brexit affect the import and export of aeronautical products and services between the United States and United Kingdom?**

Per the Withdrawal Agreement between the United Kingdom (UK) and the European Union (EU), the UK will leave the EU on January 31, 2020. As part of this agreement there will be a Brexit “transition period” that will extend to December 31, 2020. During this transition period, FAA, the UK Civil Aviation Authority (UK CAA), and the European Union Aviation Safety Agency (EASA) will continue to use the procedures established in the U.S. – EU Safety Agreement, and the European Union Aviation Safety Agency (EASA) will continue to represent the UK as its technical agent for all matters under the Safety Agreement. As a result, there will be *no change* to current procedures associated with the exchange of goods and services between the United States and the United Kingdom. It is unclear at this time what the procedures will be once the transition period has ended. However, the FAA and the UK CAA have already laid the groundwork to develop the necessary procedures that will minimize disruption to the aviation industry.

### **Q2) How will the Brexit transition period affect certification/validation of products and articles and aircraft maintenance?**

There is no change to procedures during the transition period. The FAA-EASA Technical Implementation Procedures (TIP) and the Maintenance Annex Guidance (MAG) will continue to apply to entities in the UK during the transition period.

### **Q3) What will happen after the Brexit transition period?**

During the transition period, the UK and the EU will negotiate their long-term relationship with each other to include the extent, if any, of the UK’s future participation in EASA. The FAA and the UK CAA will continue to engage with the UK CAA to finalize new and revised Implementation Procedures under the 1995 U.S.-UK Bilateral Aviation Safety Agreement (BASA). Upon the end of the transition period, the revised BASA Implementation Procedures for Airworthiness (IPA) and the new Maintenance Implementation Procedures (MIP) will be in effect.

### **Q4) Will the UK CAA conduct aeronautical product certification and production oversight during the transition period?**

Yes, the UK CAA will continue to exercise its authority over all areas of aeronautical product design and production not covered by the U.S.- EU Safety Agreement and the TIP.

### **Q5) Can the industry be involved in the next revision of the IPA and MIP development?**

Industry is not involved in the drafting and coordination of the IPA or MIP. However, the FAA is committed to receiving and adopting as much input from our industry as possible. We will continue to involve our industry as much as possible within the limitations of authority-to-authority bilateral negotiations allow.

**Q6) How has the UK CAA prepared for Brexit, after the end of the transition period?**

The UK Government and the UK CAA seek to maximize continuity and stability of the aviation and aerospace sector. The UK CAA has retained and hired technical personnel with expertise to minimize disruption in their aviation system. The UK Government has continuously updated their website as noted here to further address areas of concern.

For details, see: <https://info.caa.co.uk/eu-exit/>

**Q7) How has EASA prepared for Brexit?**

In preparation for the UK withdrawal, EU institutions were actively engaged in identifying and putting in place possible preparedness measures in anticipation of that event.

For details, see: <https://www.easa.europa.eu/brexit>

**Q8) I have a question that wasn't answered. Where can I submit additional questions to the FAA and the UK regarding post Brexit activities?**

While it is not possible to address every scenario beforehand, unforeseen issues will be addressed as they occur and raised to the appropriate authority's policy office. The FAA and the UK CAA will continue to improve the process based on feedback from within our respective organizations and from the aviation community. You can submit additional questions to:

for UK applicants: [FSTechnicalSupportTeam@caa.co.uk](mailto:FSTechnicalSupportTeam@caa.co.uk)

for U.S. applicants on aircraft certification issues: [9-AWA-AVS-AIR-400@faa.gov](mailto:9-AWA-AVS-AIR-400@faa.gov)

for U.S. applicants/approval holders on flight standards issues:

- For questions specific to repair stations located in UK: [9-AVS-NYC-IFO@faa.gov](mailto:9-AVS-NYC-IFO@faa.gov)
- For questions specific to for policy and safety standards: [9-AWA-AFS-300-MAINTENANCE@FAA.GOV](mailto:9-AWA-AFS-300-MAINTENANCE@FAA.GOV)

The FAA will review your question and coordinate with the UK CAA as applicable, and provide you a reply. If we believe your question will benefit others, we will add it to this FAQ list.